Listing of Claims

I claim:

1. (previously amended) In a vehicle having an engine and including at least a first and second motor connected in series, the motors being connected to a pump for delivering a flow of hydraulic fluid thereto, a circuit for controlling that flow of hydraulic fluid to the motors so as to permit their simultaneous or individual operation, the circuit comprising:

a) an inlet through which fluid is supplied to the motors;

b) an outlet through which the fluid may exit;

c) a first and second switching means, each having a first and second position;

d) a first fluid transfer means, having first and second positions, and which is associated with the first switching means for directing flow to or away from the first motor, the first transfer means having ports defining a flow path therethrough, the ports thereof being closed to flow therethrough when the first switching means is in its first position so as to cause flow to bypass the first motor and be deliverable to the second motor, the ports thereof being open to the first motor so as to allow flow thereto when the first switching means is in its second position;

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e) a second fluid transfer means, having first and second positions, and which is associated with the second switching means for directing flow to or away from the second motor, the second transfer means having ports defining a flow path therethrough, the ports thereof being closed to the second motor when the second switching means is in its first position so as to direct such flow to the outlet, the ports thereof being open and directing such flow between the second motor and the outlet when the second switching means is in its second position and the first switching means is in its first or second position.

2. (previously amended) The invention of claim 1 wherein:

the flows which are passable through the first and second fluid transfer means, respectively, and which are routable into and out of those transfer means when the first and/or second switching means is in the second position, respectively, each include only one valve therealong which provides an open flow path to and from its respective motor to reduce loss in pressure across that flow path, thereby reducing loss in its efficiency while maintaining an

ability to dissipate momentum of a device moved by the motor when that motor is no longer supplied by fluid passing through its respective transfer means and preventing movement of flow into one of the first and second motors when the other of the first and second motors is operating.

3. The invention of claim 2 wherein:

the first and second positions of the switching means and the fluid transfer means indicate a "closed" and "open" position, respectively.

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4. The invention of claim 3 wherein:

the first and second switching means are solenoid operated directional control valves, and the first and second fluid transfer means are pilot operated directional control valves.